

COUNCIL COMMUNICATION

TO: THE CITY COUNCIL

COUNCIL MEETING DATE: NOVEMBER 1, 1989

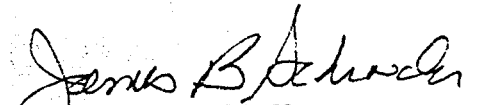
FROM: THE CITY MANAGER'S OFFICE

SUBJECT: CONSIDER CERTIFYING AS ADEQUATE ENVIRONMENTAL DOCUMENTATION THE
KETTLEMAN PROPERTIES FINAL ENVIRONMENTAL IMPACT REPORT

INDICATED ACTION: The City Council should review the Final Environmental Impact Report (EIR) for the Kettleman Properties commercial project and either certify the document as adequate or return it to the consultant and staff for further information. If the document is certified, the Council may proceed with other actions leading toward a General Plan Amendment and Rezoning.

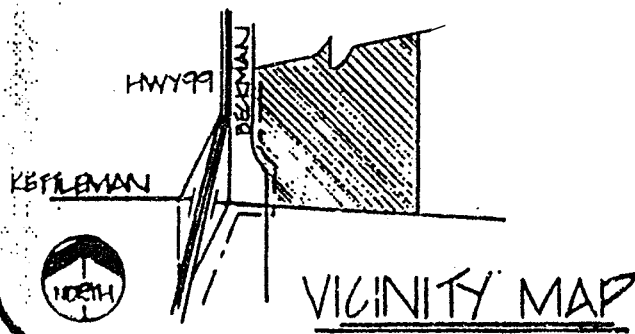
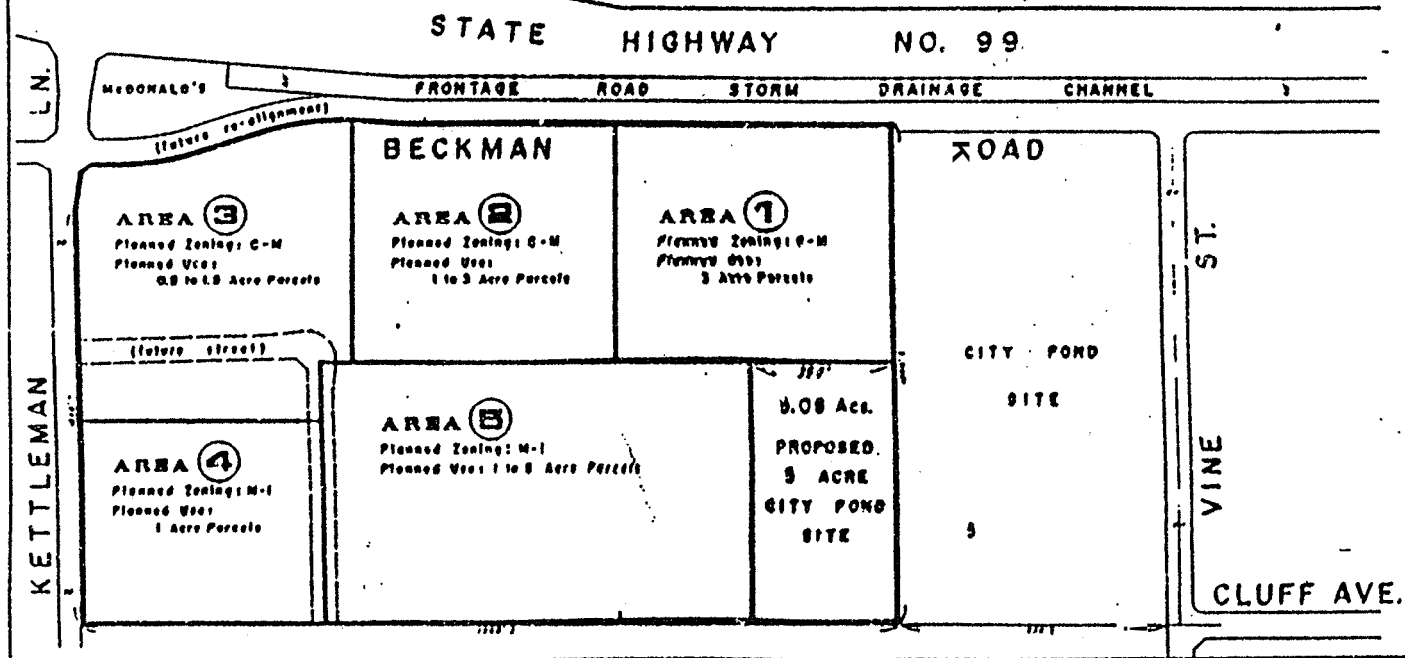
BACKGROUND INFORMATION: As the first step toward the development of the Kettleman Properties on the northeast corner of Kettleman Lane and Beckaan Road, the Community Development Director engaged the services of Jones & Stokes Associates of Sacramento to prepare the EIR.

The Draft EIR was completed earlier this year and has been through the mandatory State Clearinghouse review. The Final EIR will contain all comments received and appropriate answers where needed.


JAMES B. SCHROEDER
Community Development Director

PROPOSED LAND USE MAP OF THE KETTLEMAN PROPERTY for: GEWEKE PROPERTIES

Scale: 1"=100'



Kettleman Properties
Geweke Properties
EIR/Prezone as M-1

ER 88-2

8-14-89

MEMORANDUM, City of Lodi , Community Development Department

TO: CITY COUNCIL

FROM: COMMUNITY DEVELOPMENT DEPARTMENT

DATE: OCTOBER 16, 1989

SUBJECT: FINDINGS OF APPROVAL FOR KETTLEMAN PROPERTIES ENVIRONMENTAL
IMPACT REPORT

A. ENVIRONMENTAL IMPACT - Prime Agricultural Soil (DEIR - P. 4-10)

The Project will result in a loss of 51 acres of prime agricultural soil if the project is approved. This loss cannot be mitigated.

Finding

The land in and around the City of Lodi is all designated as prime agricultural soil. The City does not have the option of building on non-prime agricultural soils in order to preserve the prime soil. Every development built in the City, large or small, utilizes some prime agricultural land. The residential, commercial and industrial needs of the City necessitate some urbanization of agricultural land.

Overriding Considerations

The area in question has been designated for urban development for many years as a part of the Lodi General Plan. The project site abuts the existing City limits on two sides with a City storm drainage basin park and industrial development to the north and State Highway 99 and commercial development to the west. There are also a number of existing single-family houses that line the south side of Kettleman Lane that are south of the subject property. The City of Lodi has planned and constructed its utility system to serve the area with water, sewer and storm drainage in anticipation of the area developing. The existing infrastructure will allow development of the area without costly expenditures of public funds for the expansion or construction of major new lines.

The project will provide a significant benefit for the City of Lodi. Based on figures from the EIR, the project could generate in excess of 600 permanent jobs. This does not include the additional construction jobs that will be created during construction of the project. The generation of new jobs is important because it creates new opportunities for the people who live in Lodi. Creating jobs in the City creates a better jobs/housing balance. It means that people can work closer to where they live, reducing the need for long distance commuting and the resulting impacts of commute traffic. The additional jobs also strengthen the overall economy of Lodi.

The project will also be a source of new tax revenue, both property tax and sales tax. The auto dealerships in particular are a major source of sales tax. The addition of new auto dealerships will also mean that Lodi may capture an increased share of the total sales tax generated by auto sales in the area. With added dealerships, more people may purchase their vehicles in Lodi, instead of traveling to Stockton or Sacramento. These new sources of revenue can be utilized to fund necessary services required by the project. The revenue collected can also be utilized to benefit the City as a whole, helping to pay for projects and programs that are used by all the citizens of Lodi.

B. ENVIRONMENTAL IMPACT - Adjacent Agricultural Parcels (DEIR - P. 4-11)

Urbanization of the subject parcel will affect adjacent agricultural parcels.

Finding

While some modification of the current farming practices may be required, those modifications will not prevent the continued agricultural use of the adjacent parcels. The use of agricultural chemicals can continue, although in some cases alternative methods of application or types of chemicals may be required. The project is separated from agricultural property to the south by Kettleman Lane which will eventually have an 80-foot wide right-of-way. On the west and south the project will be adjacent to existing urban development. The east side of the project is the only area where the project will be immediately adjacent to existing agricultural property. Along this property line the City will require a 20-foot wide agricultural buffer zone as well as a 6-foot high chain link fence adjacent to any agricultural parcels.

C. ENVIRONMENTAL IMPACT - Traffic (DEIR - P. 6-1)

The project will increase traffic volumes by approximately 32,000 vehicle trips per day when fully developed. These additional vehicle trips will impact traffic along both East Kettleman Lane and South Beckman Road.

Finding

The increase in traffic volume on East Kettleman Lane and South Beckman Road will be mitigated by the following:

1. Construct required lane improvements on South Beckman Road including required lane widenings and turn controls.
2. Construct required lane improvements on East Kettleman Lane including required lane widenings and turn controls.
3. Install traffic signal controls at the Kettleman Lane/Beckman Road intersection at some future date when traffic volumes warrant these improvements.
4. Control the left hand turning movements for southbound Beckman Road traffic at the intersection of Beckman and Kettleman Lane.

5. Control driveway access along the first 200 feet north and east of the Beckman Road/Kettleman Lane intersection.
6. Add a second project street connecting Beckman Road with Kettleman Lane to relieve traffic volumes at the existing Beckman Road/Kettleman Lane intersection. An alternative would be to realign Beckman Road east from its current alignment. Moving the Beckman Road/Kettleman Lane intersection further east would help reduce traffic conflicts along Kettleman Lane between Cherokee Lane and the project site.
7. The developer should contribute his fair share toward the cost of required traffic improvements for the project area. These project improvements could be funded by the payment of development fees collected from the developer of this project as well as other projects throughout the City. "To mitigate project and cumulative impacts on transportation/traffic infrastructure, the development shall pay its fair share of development fees and/or charges adopted by the City as part of the 1989/90 General Plan Update now being drafted."

Overriding Considerations

The resolution of the future traffic problems on Kettleman Lane and on Beckman Road will require a cooperative approach by all parties involved. The City of Lodi, San Joaquin County and the State of California all control some portion of the surrounding street system. The projected traffic problems are not just the result of the proposed project, but of existing development in the area as well as through traffic on Kettleman Lane and Highway 93. Some of the problems have also been created by the design of the existing street system and the Highway 99 interchange. A solution to the problem will require a comprehensive study of the circulation pattern of the entire area. It will also require funding of improvements by all parties, including the Kettleman Properties developer and other project developers in the area. The developer and developers of adjacent properties should all be required to pay development fees which will fund necessary improvements in the traffic system.

D. ENVIRONMENTAL IMPACT - Noise (DEIR P. - 8-1)

There will be a temporary increase in construction related noise.

Finding

The increased noise levels are temporary in nature and will only last for the duration of construction. The noise is a normal part of every construction project. The City can control unusual noise situations with their noise ordinance.

E. ENVIRONMENTAL IMPACT - Air Quality (DEIR - P. 7-i)

The proposed project will generate additional amounts of vehicle-related air pollutants, namely reactive organic gasses (ROG) and Nitrous Oxide (NOx).

Finding

The generation of both types of gasses is unavoidable and they are a problem both area-wide and state-wide. The City can help alleviate this problem by supporting San Joaquin County in developing a county-wide trip reduction ordinance. The developer is aiding in this process by offering to dedicate a parking area for a CalTrans operated park and ride lot which could help reduce the number of vehicle trips on an area-wide basis.

The proposed project will be a major source of jobs when fully developed. Creating more jobs in Lodi will mean that more Lodi residents will be able to work in Lodi instead of commuting to Stockton, Sacramento or elsewhere. The reduction in the number of people commuting long distances will help reduce vehicle trips and the related vehicle generated air pollutants.

F. ENVIRONMENTAL IMPACT - Public Services (DEIR - P. 5-1)

The project will result in an increased demand for various public services including law enforcement, fire protection, water supply, storm drainage, wastewater and parks and recreation.

Finding

The increased demand on public services can be mitigated in two ways. First, the project, when fully developed, will generate additional sources of taxes, including sales tax and property tax. These sources of funds can be utilized to help offset the cost for increased public services. "To mitigate project and cumulative impacts on drainage, water, wastewater and public (including parks, police, fire and other facilities) infrastructure, the development shall pay its fair share of development fees and/or charges adopted by the City as part of the 1989/90 General Plan Update now being drafted."



CITY OF LODI

CARNEGIE FORUM
305 West Pine Street, Lodi

NOTICE OF PUBLIC HEARING

Date: Wednesday, November 1, 1989

Time: 7:30 p.m.

For information regarding this Public Hearing
Please Contact:

Alice M. Reimche
City Clerk
Telephone: 333.6702

NOTICE OF PUBLIC HEARING

November 1, 1989

NOTICE IS HEREBY GIVEN that on Wednesday, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the City Council will conduct a public hearing to consider the following matter:

- a) the Planning Commission's recommendation that the certification of the Final Environmental Impact Report for Kettleman Properties, a 51 acre project located at the northeast corner of East Kettleman Lane and Beckman Road be approved.

Note: As a part of the certification, the Planning Commission recommended that the City Council seriously consider the realignment of South Beckman Road as one of the possible mitigation measures for the traffic impacts that will result from this project.

Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein, and oral statements may be made at said hearing.

If you challenge the subject matter in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to the Public Hearing.

By Order Of the Lodi City Council:

Alice M. Reimche
City Clerk

Dated: October 18, 1989

Approved as to form:

Bobby W. McNatt
City Attorney

more clearly

October 16, 1989

Lodi City Council
221 W. Pine Street
Call Box 3006
Lodi, CA 95241-1910

RE: Regular Meeting - October 18, 1989
Agenda Items 5 and 6

Councilmembers:

I am one of the owners of the property located at the Southeast corner of Kettleman Lane and Beckman Road. It is clear from the magnitude of the proposed project that all four corners at that location will be affected. All during the course of the discussions with the Planning Commission, it was clear that traffic will be a significant issue for all concerned. I therefore take this opportunity to ask you to consider carefully the traffic issues with the understanding that I, along with the other owners, intend to request annexation of the Southeast corner, in order to adequately coordinate the development at that intersection.

Thank you for your consideration.

Respectfully submitted,

Joyce Nickel Roster

Joyce Nickel Roster
7608 Brentwood Drive
Stockton, CA 95207